

Seattle Pedestrian Advisory Board

March 14, 2012 Minutes

Attendees

Members

Devor Barton

Lydia Heard

Mark Landreneau

Mark Melnyk

Jon Morgan

Seth Schromen-Wawrin

Victor Stover

Jacob Struiksma

Other Attendees:

Brian Dougherty (SDOT)

Ann Sutphin (SDOT)

Seattle Greenway representatives Cathy Tuttle, Bob Emiston, Dylan Ahearn

5 Public attendees

February Minutes:

Approved. April 2011 minutes also approved. Brian D. requested that approved minutes be sent to Allie Gerlach with cc to Brian.

Public Comments:

None

Individual Reports:

Mark M:

- Went to Transit Advisory Commission Feb. 21. Topic was 2012 workplan. There are opportunities for PAB to partner, assist with projects, expand our sphere of influence. SDOT gave a presentation on alternate routes during Viaduct demolition. Mark will circulate, if he didn't already email the information. He will also send the workplan. At the next meeting KC Metro will be discussing transit route removal.

Victor:

- Went to the third Waterfront Bicycle workshop. They discussed what kind of facility to build - separate path, or faster in-street lanes. We can discuss this more later if interested, before Steve Pearce comes to talk to us. Mark M: Will this other meeting be public? Seth: I can put it on the Yahoo group board.

Seth:

- Attended Tri-Modal meeting with Jon. Waterfront issue: Freight Board thinks vehicular pass-through travel times on new Alaskan Way may be too good (although

not good for local deliveries). There is support for finding additional freight route, allowing smaller road on waterfront.

- Waterfront: Steve Pearce (SDOT) will come to our April 11th meeting, is interested in more work with ped groups. A longer workshop to address our issues and concerns is possible, perhaps week of 26th.
- Attended 520 public meeting March 24th at MOHAI. Showed geographic design elements for the Westside landing.
- We usually have a SPAB retreat in May; need to start scheduling and planning. Let Seth know if you want to volunteer on planning or have suggestions for a retreat.
- Updating liaison roles is a priority with new members coming on; will update chart. One new role: Safe Routes to School meets 4th Friday every month, shifting meeting locations (Brian D. has more info). Send Seth an email if interested in being the liaison.

Devor:

- Went to BAB last week, where the Business District survey we will be seeing tonight was presented. They also had a Bike Master Plan update and info on the SDOT bicycle counts.
- Been active with the Beacon Bikes greenway planning.
- Went on Beacon Hill walking audit, to Nord Alley party, 12th Avenue safety meeting, and two South Seattle crime walkabouts.

Lydia:

- Attended Waterfront Bicycle workshop with Victor; details for later discussion.
- Attended February 15th PSRC Bicycle and Pedestrian Advisory Committee which included a Growing Transit Communities presentation on the Northgate issues; sent details in a pedgroup email.
- Attended the Colman Dock Open House. Preliminary plans were to eliminate the Passenger Ferry dock. Commented on the need to support passenger ferries; issue was resolved by legislative budget proviso to include passenger ferry dock in planning.
- Walked with the John T. Williams totem pole from the waterfront to Seattle Center and it was a good use of the street.
- Watched the Westlake ROW vacation public hearing. SDOT retains 20ft sidewalk ROW on east side. Parks requesting vacation; easier to enforce Exclusion Ordinance; can allow variety of vendors for park activation. Only food vending is allowed in SDOT ROW. Other Transportation Committee business: Council asked if SPD was involved in BMP safety goals; they are not but SDOT will "invite" them. Suggestion to also involve KCMetro; OCR; Race and Social Justice Roundtable. These would also apply to PMP and pedestrian issues. Brian Dougherty got a shout-out for Safe Routes to School work.
- Attended ACTT (Advisory Committee for Traffic and Tolling) public meeting on February 29th. They are still getting started, setting guidelines. WSDOT has need to further study city grid to make better models for predicting diversion behavior; PSRC

is assisting with that. Warned repeatedly that legislative intent is to only toll the tunnel; if other tolling (regional, cordon tolling) is found to be necessary it will probably require legislative action. Port of Seattle is concerned that regional tolling will divert more drivers to freight corridors. There is interest in possibility of City Council approving freight on a downtown street (currently excluded from downtown Traffic Management Zone). KCMetro is looking at possible routes to downtown through Pioneer Square and is very interested in "shared street" or "green lane" configurations for bus/bike/ped only (like 3rd Ave?).

- Relevant news from Planning, Land Use and Sustainability Committee on February 29th. They are looking at Regulatory Reform which would affect commercial use in urban centers and station areas. Where ground-level retail is now required all along commercial corridors, it would be centrally concentrated, with more flexibility of use out from the center. Other uses would also be allowed outside the corridors. This will affect pedestrian usage of street network.
- Participated in LED streetlight tests, March 7-8. The new lights are remotely controlled. They turned wattage down throughout the night, until they were very dim. Dim lighting for efficiency would require additional pedestrian scale lighting, removing efficiency. One of the things they are trying to determine.
- Reminder that SPAB has Twitter and Flickr accounts, and recently had a Twitter contact concerning a potential neighborhood funds street ROW improvement.

Jon:

- Attended First Hill Streetcar open house; had questions and comments. There are concerns over crossing the cycle track to get to the streetcar, and concerns with elderly and disabled crossing the tracks. Who will own and maintain the street plazas and triangles shown at streetcar stops? Who is responsible for lighting? Issue with SDOT ownership restricted to only food vending, need more activating uses in transit areas.
- Was interviewed by KOMO4 News on enforcement of jaywalking over failure to yield and SPD lopsided priorities. Don't know when it will air. Couldn't get SPD on the record.
- This is Jon's last meeting as a board member. Last year we had a dinner for the transition of old and new members. Jon will try to arrange something after the April meeting.

Mark L:

- Went to Washington D.C. for a conference. They had great sidewalks, very walkable. There were phone apps for parking that send warnings to your phone when your time is about to expire, and have GPS to find your car. For deaf-blind people they have APS vibrating signals in the center of the street. Tactile warnings at the doors to streetcars tell where to enter.

Jacob:

- Also went to the Streetcar open house; there was no accessible information and he commented on that.

- Went to Design Review for TOD housing project at 11th and 47th. It was broken up into three buildings with pedestrian plazas and passage in between.
- Attended meetings on Northlink and Eastlink. Had to make the point that Northgate is a Transit Center, not a Park and Ride. Metro is more about buildings and transit; Sound Transit is more about parking.

Neighborhood Business District Intercept Survey

Report from Ann Sutphin (SDOT)

- SDOT partnered with OED (Office for Economic Development) and local Chambers (Commerce) on the survey. We wanted to know how people are getting to business districts, and why they go there.
- Survey locations were in six neighborhood business districts: Admiral, Ballard, Capitol Hill, Columbia City, Fremont and Othello. We chose different demographic and geographic locations, average to smaller neighborhoods, with good transportation options.
- Surveys were at different times of day. Results in two categories: Resident or Non-Resident. Asked reason for visit, duration, how often, seasonal variation.
- Travel findings: Residents - 61% walked or used transit. Non-residents came more often by car. Othello - 34% used light rail. Reasons for driving were convenience, utility. Same reasons given for walk/bike, plus exercise. Asked drivers if parked on or off street. Asked if this was their primary shopping district; most residents said Strongly Agree or Agree. Asked what they would like to see in the shopping district.
- Questions: Did you ask about sidewalk accessibility? - No, not the focus of short survey. How many people? Random? What period? - Late September, October. Did people comment that they went to people watch? - Ann will follow-up. There is a report on the SDOT home page (Brian will send a link). Any next steps from the survey? - This was a pilot project, solely for data gathering, shared with Chambers, briefed the Planning Commission, etc. No funding for more. How were the intersections chosen? - Chambers chose; high activity, key business areas. What times? - All day, 9AM - 10PM. What was the budget? - \$29,000
- Other notes of interest: Emotion around some issues, such as parking. Madison Park believes you have to have parking; data suggests the pedestrian infrastructure is more important (and transit). Difference between perception and reality. The data suggests that parking is not an issue; when this was stated in delivering the report the Chamber audience erupted with "Yes it is".

Neighborhood Greenways

Presentation from Seattle Neighborhood Greenways members Cathy Tuttle, Bob Edmiston, and Dylan Ahearn.

- They discussed their different experiences and why they got involved in developing Greenways. Dylan came from Davis, CA and is more of a vehicular cyclist, but couldn't ride to the park with his daughter. Cathy lived in Sweden where her 8-year old could bike to school, but here they can't bike from Wallingford to Roosevelt. Bob had tried to find safe routes from Madison Park to UW but had to bike on dangerous arterials. Greenways are not just bikeways, but safe links for everyone.
- They showed a Streetfilms video of how greenways work in Portland, where planners presented their work for over a decade. Portland's Bike Boulevards became Neighborhood Greenways.
- Next was a presentation titled "Neighborhood Greenways: It's Not All About the Bike". Four main points: 1. Residential, low traffic and speeds. 2. Safe connections. 3. Bike and Pedestrian Priority. 4. Street as public space, a linear park. Include trees, plantings, Green Stormwater Infrastructure, park elements.
- Question: Are the signs accessible? - No, this has not been done, not in Portland. The goal is to expand signage for pedestrians. Paint on the pavement is easier for bike wayfinding. Pole signs are midblock, harder to see.
- Physical elements are important at arterial intersections (crossing medians, etc.)
- In Portland, they turn the stop signs at intersections so that crossing cars stop but bikes/peds on the greenway don't. Here in Seattle there are lots of uncontrolled intersections.
- We are working with SDOT's tree program through Bridging the Gap. They water trees for three years and prune them for life.
- We're targeting the 60% "Willing but Wary" potential cyclists. Pedestrians can go in the street. These are more for trips within neighborhoods, short trips to school, local business district, etc.
- In Portland, where they now have a system of greenways, there are lots more users, better behavior, a safer environment. When bike and pedestrian interests join forces, funds and improvements benefit both.
- Question: Is this Powerpoint online? - Yes, Seth has it.
- Sidewalks along Greenways: Issues of repair, adding curb ramps - very expensive with available funds, have to prioritize. What do you think about Greenways where there are currently no sidewalks? Discussion - If everyone can use the street, there is enough pavement for everyone. Other funding: In Oregon they use a percentage of transportation tax? - A portion of traffic fines goes back the neighborhood for safety improvements. We are out of time but you have contact information.

8:07 Adjourn

LH